History of the & A. & G. W. R. R.

Address of Marvin Kent at Fifth Annual Reunion of Old A. & G. W. Employes, Randolph Park, near Kent, O., Aug. 26, '99.



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OFFICE REPORT

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Mr. President, ladies and gentlemen: Prior to the year 1847 the Cleveland & Pittsburg Railroad was projected, at which date active steps were taken for its construction and efforts were made by leading citizens of Kent (then known as the village of Franklin,) to secure its location, and a large subscription to its capital stock was obtained and tendered to that company, which would no doubt have been satisfactory to them. But as some of the directors and principal officers were residents of Ravenna, which was our rival town, their efforts and influence were used to defeat our interests as well as, I believe, the best interests of the C. & P. Railroad Co. Thus defeated, the following winter we applied to the legislature for a plank road charter. This was also defeated through intrigue of the same influence. next session of the legislature we applied and secured a railroad charter, and to cover our plans a bill was drafted and introduced under the name and style of the Coal Hill R. R. Co. Upon the last reading of the bill the name was changed to the Franklin & Warren R. R., pretending that it was to construct a branch road from the C. & P. R. R. to the coalfields in Tallmadge, O., and otherwise.

The scheme was a success and the charter became a law March 10, 1851. The subscription books were soon opened, but the charter required an original subscription of \$20,000 to the capital stock. There being no one willing to invest in the undertaking I subscribed the whole amount myself, and others subscribed one share each to make themselves eligible as directors, two of which I assumed the payment of their subscriptions. Thus far the requirements of the law were supplied, and on the 19th day of June, 1851, a board of directors was chosen, and finding no suitable person who was willing to assume the responsibilities of the office of president, I was chosen, and immediately entered upon its duties and requirements, and after spending much time

in the work of presenting my projected road to parties interested in New York City and elsewhere, without receiving much substantial encouragement, but obtaining much information, I continued my efforts and found that certain steps were necessary to secure confidence and credit in the enterprise. I finally succeeded, the result of which is hereinafter set forth.

The assemblage of the late employees of the old and original Atlantic & Great Western Railroad is an event of the most interesting character, not only to the employees themselves, but to the originator and promotors of the project, which latter I regard highly complimentary to them. While most of the original promotors of that great work have passed away, there are a few yet living. Among those most conspicuous may be named William Reynolds, of Meadville, Pa., who was the first president of the A. & G. W. R. R., of Pa. and the A. & G. W. R. R. in N. Y.

The incorporation of the former company was secured May 20, 1857, under the name and style of the Meadville Railroad Co. and approved by the Governor of that state July 3, 1857, the name of which was afterwards changed by the same authority April 15, 1858, to that of the Atlantic & Great Western Railroad Co., of Pa., and William Reynolds was as above stated, chosen its president.

The organization of the A. & G. W. R. R. Co. in N. Y. was completed May 17, 1859, and certified to by the secretary of state of the state of New York on the 18th day of May, 1860. But the undersigned was the originator and projector of the entire line from Salamanca, N. Y. to Dayton, O., and drafted and obtained the charter for the Ohio portion of the road, which became a law March 10. 1851, and was chosen its first president June 19, 1851, at which date its organization was completed and with the exception of an interval of about three years was continued its president until Sept. 30, 1864.

The question of procuring legal authority to construct a railroad through the state of Pennsylvania, to connect with another railroad in the state of New York, by which a connection with the Erie R. R. was to be accomplished, greatly embarrassed the prospects of the enterprise, but this embarrassment was finally in a manner removed, through the efforts and at the instance of the A. & G. W. R. R., of Ohio, and its friends, by an arrangement with Henry Kent, of N. Y., and John P. Reznor, of Cincinnati, O., and their associates who were empowered to purchase a majority of the capital stock of the Pittsburg and Erie R. R. Co., which contained branching powers sufficient to span that state.

This purchase was accomplished January 1, 1853, and on April 26, 1853, a contract was entered into with J. Cham berlain & Co. for its construction.

There were many other factors which contributed to the achievement and final construction of the A. & G. W. R. R. Among the most important was to secure an adequate subscription to the capital stock of the company at the different points along the line of the road. By a conference with railroad men and capitalists it was thought necessary to obtain a stock subscription of about one million dollars which amount it was thought would establish sufficient basis to warrant the sale of its first mortgage bonds at par and be sufficient to pay for the right of way and prepare the road-bed for the superstructure between Dayton, O, and the Pennsylvania line, which sum it was also thought would create a basis sufficient to insure the construction of the road between these two points.

After extraordinary efforts by the officers and directors of the A. & G. W. R. R., of Ohio, and the citizens along the line, almost unexampled success rewarded their efforts, by which a subscription to the capital stock of the company of about \$900,000 was secured, which was regarded a sufficient basis on which to sources to complete the work.

commence active operations. Accordingly the engineer in-chief of the company was instructed to locate and prepare the road bed from Dayton to the Pennsylvama State line for its superstructure, which being accomplished, the work was advertised for construction and bids were received therefor, after which it was found that Henry Doolittle, of Dayton, a popular contractor who was associated with Messrs J. and S. Chamberlain, of Cleveland, and Robert M. Shoemaker, of Cincinnati, had furnished the best and most favorable bid for the work, consequently a contract was entered into June, 1853, with Mr. Doolittle awarding him the contract for the grading and preparing the road bed for the superstructure and other work of the entire line in the State of Ohio. Accordingly, on the 4th day of July, 1853, I had the pleasure of removing the first shovel full of earth on the line at Kent, O., and thereafter the work progressed rapidly for a limited period, and until about forty-five per cent.of the grading was done and as was anticipated in the early days of the enterprise, and during the active progress of the work, further subscriptions to the capital stock of the company were secured in various ways, so that with that previously obtained the whole amount reached the sum of \$1,038,930. It will be seen that the company had secured its full anticipations. But soon after these successful accomplishments a great and almost unprecedented stringency in the money market occurred, and at the same time an unusually severe drouth visited the entire country.

Both combined, caused a great depression in railroad stocks, bonds and other securities. This with the repudiation of a large proportion of the stockholders to pay their installments, caused a suspension of the work. Consequently from this time on, until 1862, but little work was done. But, during the interim, efforts were being constantly made to secure the means from

sumption of the work, the affairs of the company were maintained by the individual support of the president and his friends, and associates, among whom no one was intitled to greater credit than Henry A. Kent, of New York City.

Through my connection with the old Franklin Bank, of Portage county, the predecessor of the present Kent National Bank, of Kent, O., a debt was created, which when paid, with the interest thereon, amounted to about the sum of \$70,000. My father being president of the bank at the time, he and other leading stockholders of that institution looked upon this indebtedness as a bad debt. and I was personally charged with being its author, which was a sore reflection upon me.

My own liabilities for the benefit of the A. & G. W. were such, that when defaulted, the sheriff made me a visit and levied upon every foot of real estate that I then owned. But it being then valued at nearly seventy-five thousand dollars and had to be sold as a whole. and there being no bidders at the first offer of sale, it was reappraised and offered again by the sheriff, but without securing a bid.

The judgment thus created came from Clark county O., and stood over me until after the work on the road was commenced in earnest under the contract with James Henry, Esq.

As a corroboration of the foregoing remarks in reference to the trials and tribulations as above set forth, I will here give an extract from a letter written by S. S. L'Hommedieu, Esq., president of the Cincinnati, Hamilton & Dayton Railroad Co., dated Jan. 10. 1865, addressed to Robt. H. Berdell, Esq., president of the Erie R. R. Co., "For a time which is is as follows: much attention was attracted to the proposed new road (meaning the A. & G. W. R. R) and handsome subscrip tions made to the stock at Dayton and other points. But the zeal of its friends wore away, and the Erie company had

Previous to this and down to the re- enough use for its earnings on the road already built and could not give it material aid. For years the project slept, and probably would not have again awakened had it not been for the nursing of a few such men as Marvin Kent, of Franklin Mills, O." By the above statement you can realize the kind of nurse I was at that time,

> As a sample of the opposition incurred during the progress of this work, I here give you another extract from the same letter which is as follows: "You may judge of my surprise when I was summoned to New York together with Gov. Dennison, Judge Swan, A. Stone, L. M. Hubby and W. H. Clement in the latter part of March, 1863, to decide the embarrassing question, whether our road would provide for the Broad or Erie gauge on 'our tracks, or have a great rival line along side of us from the north-eastern to the south-western portion of our state, connecting with a similar gauge at Cincinnati for St. Louis.

> "When I reached the Metropolitan Hotel I found all of the experienced gentlemen named, in deep and earnest conversation, waiting my arrival. The question being explained to me, I was at first disposed to treat it as a scare. Hubby and Stone looked grave and wonderfully concerned and assured me it was indeed a reality, and that no time was to be lost in making peace with Mr. Kennard, the representative of the great broad gauge, who could command all the wealth of England and Spain.

> "The president of the Lake Shore road, Mr. Stone, lost no time in making a contract by which he agreed to build a branch road and provide or extend the broad gauge into Cleveland.

> "Mr. Hubby, president of the C, C. & C., also contracted to provide the broad gauge from Crestline to Springfield, a distance of nearly ninety miles, Messrs. Clements, Swan and Dennison to build it from thence to Dayton, and our company from thence to Cincinnati. All seemed settled The friends parted, each one feeling that he had passed

through a severe storm of thunder and lightning and had escaped unhurt. Who was it that unsettled this grand program? No less a personage than that indomitable strong headed and strong minded Dean Richmond, the great competitor of the Erie company. He said to Mr. Stone, you must back square out of your contract with the A. & G. W. or I will build another road from Erie to Cleveland! Mr. Stone begged pardon and sought and obtained release from Mr. Kennard. Our friend, Mr. Hubby, president of the C., C. & C., had submitted his part of the program to the stockholders, and obtained a formal vote approving the same. But all at once a wonderful change came over his mind. Whether Dean Richmond or the frightened Amasa Stone, had wrought a change in him I am not advised. He at all events backed out and urged that his friends of the L. M. and C. & X. and of the C., H. & D. should do the same, declaring the whole affair of the A & G. W. to be a humbug and a myth etc., etc."

Mr. L'Hommedieu would not commit himself to this arrangement and deferred any decision until after having an opportunity of full conference with the president of the Erie company.

This New York meeting was a private one, disconnected with any official of the A. & G. W. R. R., with the exception of Mr. Kennard, who also represented the European parties. But in some way I was informed of what was going on, and my information was that the A. & G. W. road would be built to Akron, O., and there end. Thus you see the immense influence and opposition with which the A. & G. W. R. R. had to contend, which was in this case a virtual indorsement of the great importance of the road by the greatest railroad magnates of Ohio. But soon after this meeting, Mr. Kennard called on me for more bonds in payment for work, at which time I informed him of what I had heard in regard to terminating the construction of the work at Akron, and

that he had already been paid for constructing the road to that point. Under these circumstances I did not feel at liberty to comply with his demands, but intimated to him that when he commenced work west of Akron, I would also be ready to fulfill the obligations of the company. In this I was supported by a majority of the board of directors. as they were located west of Akron and were anwilling to submit to any such arrangement and I assured Mr. Kennard that the first and original encouragement, to build the A. & G. W. R. R. came from points west of Akron, and that I would rather loose my right hand than "go back" on the original friends and promotors of this work. Accordingly I was soon thereafter called to New York to confer with Mr. Kennard and European agents in New York, where I was informed that conditional arrangements had been made to proceed with the work between Akron and Dayton, O. After due consultation, I underwent a rigid examination as to the condition and affairs of the A. & G. W. R. R. by the attorney delegated to make the same. All being found satisfactory, one million dollars of the first mortgage bonds of the company was subscribed for, and the work of completing the road progressed more rapidly than ever.

The A. & G. W. R. R. would undoubtedly have been completed under original contract with Doolittle at an early date, had it not been for the obstacles presented in my annual report made July 12, 1860, which is herein copied as follows: "Taking into consideration * * * the that several bands of repudiators combined probably with those whose interests were antagonistical to this enterprise and their determination to place every obstacle in their power to impede the progress of the work, with all this formidable array of opposition, threatening the very existence of the project, the Company submitted to a very considerable sacrifice of its property in

the sale of its first mortgage bonds, which were at this time contracted at 75 per cent. of their par value, and subjecting the company to the payment of extra prices for the construction of their road, when if a different policy had been pursued on the part of those who refused to pay their installments, all these great losses would have been saved, and the contracts for the sale of the bonds, and for finishing the road, would have been accomplished on much more favorable terms, and were it not for the state of things herein set forth, the bonds would no doubt have brought par for the anavailable means of the company were at this time nearly if not quite ample for preparing the road-bed for the superstructure. This being considered a good and sufficient basis for a first-class road to ensure the par value of the first mortgage bonds, and yet after all, the cost of the work does not effect the character of the road in a business point of view, yet it effects the stock and, of course the dividends."

Mr. Doolittle, the contractor, who by the contract, was to be paid in stocks and bonds of the company, being desirous of securing the aid of his friend and relative, Mr. C. L. Ward, of Towanda, Pa., a gentleman who had considerable experience in railroad matters, and wishing him to be authorized to act officially for the railroad company, Iresigned the presidency on April 22, 1856, at which time Mr. Ward was appointed by the board of directors, my successor. Accordingly President Ward, Mr. Doolittle and A. C. Morton, an engineer, were appointed a committee by the board of directors to negotiate the sale of bonds of the company for iron rails and money. They accordingly visited Europe for that purpose, but failed to complete a contract, and on their return, my annual report made to the stockholders July, 1860, stated: "At this juncture in the affairs of the company, information was communicated of the probable manner by which means could be procured and explanations and departed this life Aug. 19, 1860, at San

offers were made by Mr. Doolittle to enter into a second contract, on terms that would ensure the construction of the work,"

A second contract was therefore entered into with Mr. Doolittle. This being accorded to him, the same committee again sailed for Europe, and this time they were successful in closing a contract with James McHenry, Esq., of Liverpool, Eng., for iron rails and money sufficient to complete the road, which contract was made and dated in August 1858. And in about a year thereafter I was again solicited to accept the presidency of the road, and accordingly at the annual meeting of the stockholders, held July 12, 1859, I was again elected president and was also re-elected in 1860, 1861, 1862, 1863 and in 1864 and was continued in that office until Sept. 30, 1864, when I resigned in favor of James Robb, who resigned Dec. 31, 1864, and on Jan. 25, 1865, he was succeeded by S. S. L'Hommedieu, of Cincinnati, O., who was at 'this time president of the C., H. & D. R. R.

But notwithstanding a contract was entered into in August, 1858, and a partial compliance with the terms of the contract was made, the construction was again delayed, which was explained in my annual report to the stockholders July 12, 1861, as follows: "The contracting parties Europe were to furnish cash and iron rails for the entire road from the Pennsylvania line to Dayton, O., as well as for the two links in the state of Pa. and N. Y. They had already furnished portions of these payments, a part of which were not satisfactorily applied to the legitimate objects of the work.

This caused a cossation of the work. Matters were however arranged, and the work again commenced and seemed that nothing could prevent the early con:pletion of the road.

At this juncture we were checked in our progress by the death of our principal contractor, Henry Doolittle, who Antonio, Texas. In consequence of which, after a full consideration of all our relations with the contractors and contracting parties, it was deemed advisable to enter into new contracts with the European parties direct, which arrangement was consumated March 1, 1861, and the work was again commenced on the first day of June 1861, thereafter.

But there were still obstacles which delayed the work, not apparent to the officers or managers here, and it was thought advisable to call a meeting of the board of directors, and accordingly a meeting was held Sept 27, 1861, for the purpose of adopting such measures as were thought expedient to ascertain the cause of the delay. Accordingly T. W. Kennard, Henry A. Kent, of New York, and Wm. Reynolds, of Meadville, Pa., were appointed a committee to proceed to Europe to make such investigations as might seem to be necessary in the premises.

These gentlemen accepted the trust and sailed about the 10th of October, 1861, and visited the cities of Paris, London and Madrid, and obtained full interview with the parties directly and indirectly interested in the contract and construction of the work, and being invested with full authority to act, were enabled to perfect all former arrangements, and to make such further ones as to ensure the immediate and rapid prosecution of the work.

But here another trouble arose, which it was feared for a time would indefinitely postpone, if not entirely defeat all our plans. We allude to the difficulty which sprung up between the United States and the British Government, in regard to the steamship Trent.

War between these two powers seemed imminent. Amicable relations however, were soon restored. But this affair caused considerable delay, so that the work was not energetically resumed until the spring of 1862.

Yet the road was opened to Ravenna, O., in January, 1863, and the first pas-

senger train was run from New York to Kent (then Franklin,) March 7, 1863, and about a month thereafter to Akron, O., and on the 21st day of June, 1864, the track was laid to Dayton, O., at which time I assisted in laying the last rail, and drove the very last spike, when it was all hurrah, hurrah, many times over. Thus the last rail was laid, and the last spike driven, with appropriate ceremonies, which completed the road to Dayton, O., its western terminus.

In conclusion, allow me to explain that many prominent railroad men have desired to have written for publication, a full history of the inception, projection, and inauguration of the A. & G. W. R., and I have also desired it, and had expected through the co-operation of the lamented E. P. Brainard, Esq., a faithful and untiring official of the A. & G. W., to compile a full history of the great work. But all of my time having been occupied in other important matters, I have neglected and procrastinated applying myself to the task. But in this paper I have after careful investigation and application gathered together a synopsis of important events, transpiring and relating to the inception, progress and completion of the work, down to the year 1865. In commemoration of which and the operating of the road you have gathered together to-day to celebrate, and I thank you all for the privilege of reading this and more particularly paper, the compliment which you have bestowed upon the originator and promotors of the old A. & G. W. road in celebrating the 49th anniversary of its inception, which to-day employs 5000 men or more on the main line between Dayton, O., and Salamanca, N. Y., and another 1000 men on the Mahoning branch, most of whom, as a result of the efforts herein set forth, are doubtless in a prosperous condition, which gives inexpressible gratification to the originator of the A. & G. W. All of which is

Respectfully Submitted,

MARVIN KENT.

DIRECTORS AND OFFICERS

Franklin & Warren R. R. Co.

For 1851 and 1852.

D	1	R	E	C	Т	0	R	S	

Zenas Kent, Sylvester Huggins, L. J. Iddings,

Franklin, O | Marvin Kent, Franklin, O | William Porter, Warren, O Daniel Upson,

Franklin, O Newton Falls, O Tallmadge, O

Fredrick Whipple, Franklin, O. OFFICERS.

Marvin Kent, President, Franklin, O | J. W. Tyler, Secretary, Franklin, O Zenas Kent, Treasurer, Franklin, O.

For 1853.

DIRECTORS.

Daniel Beckel, Valentine Winters, Daniel Upson,

Dayton, O | Bela B. Clarke, Dayton, O Zenas Kent, Tallmadge, O | Thomas Earl, Marvin Kent, Franklin, O.

Ashland, O Franklin, O Franklin, O

OFFICERS.

Marvin Kent, Samuel H. Kneass, Zenas Kent,

President | Joel W. Tyler, Secretary Chief Engineer | Thomas Earl, Cor. Secretary Treasurer B. F. Roberts, Gen. Agent

For 1854.

DIRECTORS.

Marvin Kent, Thomas Earl, Zenas Keut.

Franklin, O | Daniel Upson, Franklin, O Jacob Allen, Franklin, O Bela B. Clarke, Daniel Beckel, Dayton, O.

Tallmadge, O Akron, O Ashland, O

OFFICERS.

Marvin Kent, Joel W. Tyler,

President | Zenas Kent, Treasurer Secretary E. P. Brainard, Acting Treasurer D. C. Shepard, Chief Engineer.

For 1855.

Atlantic & Great Western R. R. Co.

DIRECTORS.

Mathew Birchard, William Coolman, Marvin Kent, Thomas Earl, Lucius V. Bierce, John Pardee,

Marvin Kent, Joel W. Tyler,

Warren, O Bela B. Clarke, Ravenna, O | Jacob Riblett, Franklin, O W. W. Conclin,

Franklin, O Joseph C. Brand,

Akron, O Daniel Beckel, Wadsworth, O George Carlisle, OFFICERS.

> President | E. P. Brainard, Secretary D. C Shepard,

Ashland, O Galion, O

Marion, O Urbana, O

Dayton, O Cincinnati, O

Treasurer Chief Engineer

For	1856.
For	185

	DIRECTORS.					
C. L. Ward, L. V. Bierce, Marvin Kent, Mathew Birchard, Wm. Coolman, John Pardee,	Towanda, Pa Bela B. Clark, Akron, O Wm. Bushnell, Franklin, O W. W. Conclin, Warren, O Jacob Riblet, Ravenna, O George Carlisle, Wadsworth, O Joseph C. Brand, Homer Ramsdell, New York. OFFICERS.	Ashland, O Mansfield, O Marion, O Galion, O Cincinnati, O Urbana, O				
C. L. Ward, J. W. Tyler,	President L. V. Bierce, Secretary E. P. Brainard, ENGINEERS.	Vice President Treasurer				
D. C. Coolman,	Principal Joseph Hill, Jr., COLLECTORS. W. L. Holden, Joseph Loomis	1st Assistant				
	For 1857. DIRECTORS.	•				
C. L. Ward, Mathew Birchard, Jacob Riblet,	L. V. Bierce Joseph C. Brand, John Pardee W. W. Conclin Marvin Kent, Wm. Coolman. OFFICERS.	George Carlisle Homer Ramsdell Bela B. Clark				
C. L. Ward, Wm. Coolman,	President E. P. Brainard, Vice President J. W. Tyler, D. C. Coolman, Chief Engineer.	Treasurer Secretary				
	For 1858.					
C. L. Ward, Marvin. Kent, L. V. Bierce,	Wm. Coolman B. B. Clark, M. Birchard J. Riblet, John Pardee Geo. Carlisle, J. H. Chamberlain. OFFICERS.	Wm. Bushnell J. C. Brand Seth Hayes				
C. L. Ward, Marvin. Kent,	President James M. Ward, Vice President E. P. Brainard,	Secretary Treasurer				
C. L. Ward	EXECUTIVE COMMITTEE. Wm. Coolman Wm. Bushnell, Marvin Kent.	J. H. Chamberlain				
	For 1859.					
G. Church, J. S. Huber, Wm. Reynolds,	John Dick Marvin Kent, Geo. Wright Peter Thatcher, Seth Hayes James Coffinbury,	B. B. Clark J. H. Chamberlain F. W. Seymour				

OFFICERS.

Ezra B. Taylor.

President | F. W. Seymour, Marvin Kent, E. P. Brainard, Treas. and Acting Sec.

vacancies.

B. B. Clark died Aug. 21, 1859, and J. S. Huber refused to serve as Director and Thos. J. S. Smith and Jacob Riblet were appointed April 17, 1860, to fill

Secretary

For 1860.

DIRECTORS.

Nathaniel Marsh,
G. Church,
F. W. Seymour,

Seth Hayes
Thomas J. S. Smith.

Marvin Kent
Peter Thatcher
J. M. Coffinbury,
Jacob Riblet

OFFICERS.

Marvin Kent, President—E. P. Brainard, Treas. & Acting Sec F. W. Seymour, Secretary.

For 1861.

DIRECTORS.

Marvin Kent, Wm. Reynolds Ezra B. Taylor, J. H. Chamberlain John Dick, G. Church Seth Hayes, F. W. Seymour Jacob Riblet, Wm. Bushnell Jacob Crall.

OFFICERS.

Marvin Kent, President | F. W. Seymour, Secretary E. P. Brainard, Treasurer and Acting Secretary.

For 1862.

DIRECTORS.

Marvin Kent,	Franklin, O	Wm. Bushnell,	Mansfield, O		
Wm. Reynolds,	Meadville, Pa	F. W. Seymour,	Ravenna, O		
F. W. Upson,	Akron, O	Jacob Riblet,	Galion, O		
G. Church,	Meadville, Pa	T. J. S. Smith,	Dayton, O		
Orlando Beach,	Wadsworth, O	J. H. Chamberlain,	Akron, O		
Seth Hayes,	Hartford, O	Jacob Crall,	Ashland, O		
E. B. Taylor, Warren, O.					
O PROPERTY CO.					

OFFICERS.

Marvin Kent, President | F. W. Seymour, Secretary

E. P. Brainard, Treasurer and Acting Secretary.

EXECUTIVE COMMITTEE.

Marvin Kent, Gaylord Church | Wm. Reynolds, F. W. Seymour
Ezra B. Taylor

F. W. Seymour resigned as Secretary Nov. 7, 1862, and J. W. Tyler was appointed to fill vacancy.

For 1863.

DIRECTORS.

Marvin Kent,	Franklin, O	J. W. Tyler,	Warren, O
Alex McAndrew,	New York	Wm. Reynolds,	Meadville, Pa
T. W. Kennard,	New York	J. H. Chamberlain,	Akron, O
Samuel Wann,	New York	Jacob Crall,	Ashland, O
Charles Seaton,	New York	S. L. M. Barlow,	New York
G. Church,	Meadville, Pa	Wm. H. Upson,	Akron, O
	J. H. R. Rose,	Cleveland, O.	

OFFICERS.

Marvin Kent, President, Franklin, O | E. P. Brainerd, Treas., Ravenna, O T. W. Kennard, Vice Pres., New York | Wm. H. Grout, Asst. Sec., Franklin, O J. W. Tyler, Secretary, Warren, O Wm. H. Upson, Attorney, Akron, O

For 1864.

DIRECTORS.

Marvin Kent,	Kent, O	Wm. Reynolds,	Meadville, Pa		
T. W. Kennard,	New York	Wm. H. Upson,	Akron, O		
S. S. L'Hommedieu	Cincinnati, O	Jacob Crall,	Ashland, O		
John Sherman,		J. H. R. Rose,	Cleveland, O		
J. H. Chamberlain,	Akron, O	Jacob Riblet,	Galion, O		
J. W. Tyler,	Warren, O	G. Church,	Meadville, Pa		
Samuel Wann, New York.					

OFFICERS.

Marvin Kent, President, Kent, O | E. P. Brainard, Treas., Ravenna, O T. W. Kennard, Vice Pres., New York Wm. H. Grout, Asst. Sec., J. W. Tyler, Secretary, Warren, O Wm. H. Upson, Attorney, Akron, O

Sept. 30, 1864, Marvin Kent and T. W. Kennard resigned as President and Vice President and James Robb was elected President and Marvin Kent, Vice President.

Wm. Reynolds resigned as Director and E. P. Brainard resigned as Treasurer, Dec. 2, 1864, to take effect Jan 1, 1865, and J. M. Dick was appointed Treasurer and E. P. Brainard, Assistant Treasurer, to take effect Jan. 1, 1865. E. P. Brainard was appointed Director in place of Wm. Reynolds, resigned, Dec. 27, 1864.

Dec. 31, 1864, James Robb resigned as President and Director.

Jan. 3, 1865, Wm. H. Upson as Attorney and Director resigned and at the same time J. H. Chamberlain resigned as Director. O. L. Wolcott was appointed Director, Jan. 3, 1865, in place of James Robb, resigned.

Jan. 25, 1865, S. S. L'Hommedieu was elected President of the A. & G. W. R. R. of Ohio, and A. & G. W. R. R. Co. in New York. Daniel McLaren appointed General Superintendent, Jan. 26, 1865, and J. W. Tyler, Attorney.

Jan. 16, 1865, Daniel McLaren and Wm. G. Hamilton were appointed Directors in place of Wm. H. Upson and J. H. Chamberlain, resigned.

For 1865.

DIRECTORS.

T. W. Kennard,	New York	E. P. Brainard.	Ravenna, O
S. S. L'Hommedieu,	Cincinnati, O	G. Church,	Meadville, Pa
J. W. Tyler,	Warren, O	Daniel McLaren,	Cincinnati, O
Marvin Kent,	Kent, O	W. G. Hamilton,	New York
Jacob Riblet,	Galion, O	J. H. R. Rose,	Cleveland, O
O. L. Wolcott,	Warren, O	Jacob Crall,	Ashland, O
	John Sherman	, Mansfield, O.	

OFFICERS.

S. S. L'Hommedieu, Pres.,	Cincinnati, O	E. P. Brainard, Treas.,	Ravenna, O
Marvin Kent, Vice Pres.,	Kent, O	J. W. Tyler, Attorney,	Warren, O
Wm. H. Grout, Sec.,	Kent, O	Daniel McLaren, Gen. Sup	, Cincinnati

The Atlantic & Great Western Railway Companies,

Being represented by three companies, one in each of the states of Ohio, Pennsylvania and New York, agreements were entered into so far uniting them as the laws of the different states would admit, and for the purpose of devising plans for

operating the three roads for the mutual benefit of each. The three Boards of Directors met at Meadville on the 6th day of March, 1863, when the plan of creating a Central Board was adopted, consisting of two directors of each company, and T. W. Kennard, Esq., consituted an additional member as being equally interested for each of the three companies.

The committee appointed to represent the Ohio board were Marvin Kent and W. S. Streator; those representing the Pennsylvania board were John Dick and J. J. Shryock, and those representing the New York board were Wm. Reynolds and A. F. Allen,

OFFICERS.

Wm. Reynolds,

Chairman | J. M. Dick, Secretary and Treasurer J. C. Calhoun, Auditor

· OFFICERS IN CHARGE OF THE LINE AND DEPARTMENTS.

H. F. Sweetser, General Superintendent,	Meadville, Pa
*O. S. Lyford, Division Superintendent,	Meadville, Pa
J. Farnsworth, General Freight Agent,	Cleveland, O
T. H. Goodman, General Ticket Agent,	Cleveland, O
J. H. R. Rose, Resident Engineer,	Cleveland, O
Frank W. Cummings, Sup't Locomotive and Car Departments,	Meadville, Pa
D. B. Bostwick, Sup't Bridges and Buildings,	Ravenna, O
C. W. Bradley, Sup't of Telegraph,	Meadville, Pa

^{*}For the year 1865, O. S. Lyford was appointed General Assistant Superintendent and Division Superintendent First and Second Divisions, Meadville, Pa., and for the year 1865, D. C. Coolman was appointed Resident Engineer Third and Fourth Divisions, Ravenna, O.

LOCAL ORGANIZATIONS.

DIRECTORS AND OFFICERS FOR 1863-64.

Atlantic & Great Western Railway Company in New York.

Time of Election—Jourth Monday in May.

DIRECTORS.

Wm. Reynolds, A. F. Allen, Wm. Hall, W. D. Shaw, S. E. Marvin, J. J. Shryock,

Meadville, Pa T. W. Kennard,
Jamestown, N Y Nathaniel Marsh,
Jamestown, N Y S. L. M. Barlow,
Jamestown, N Y Marvin Kent,
Jamestown, N Y W. S. Streator,
Meadville, Pa John Dick,
Wm. Thorp, Meadville, Pa

New York New York New York Franklin, O Cleveland, O Meadville, Pa

New York

New York

New York

Cleveland, O

Franklin, O

Greenville, Pa

OFFICERS.

Wm. Reynolds, President, Meadville, Pa W. A. Bradshaw, Secretary and Treasurer, Jamestown, N Y

Local Office of the Company, - - Jamestown, N. Y.

Atlantic & Great Western Railway Company of Pennsylvania.

Time of Election—Second Monday in January.

DIRECTORS.

Wm. Reynolds, G. Church, J. J. Shryock, John Dick, John McFarland, O. Hastings, Meadville, Pa Meadville, Meadville,

A. W. Mumford, Meadville, Pa.

OFFICERS.

Wm. Reynolds, President, Meadville, Pa T. W. Kennard, Vice-President, New York William Thorp, Secretary and Treasurer, Meadville, Pa

Local Office of the Company, - - Meadbille, Pa.

Atlantic & Great Western Railway Company—Ohio.

Time of Election—Second Tuesday in July.

DIRECTORS.

Marvin Kent, J. W. Tyler, W. H. Upson, Jacob Crall, J. H. R. Rose, Wm. Reynolds, Franklin, O T. W. Kennard,
Warren, O Alex. McAndrew,
Akron, O Samuel Wann,
Chas. Seaton,
Cleveland, O.
Meadville, Pa
G. Church, Meadville, Pa

New York New York New York New York New York

OFFICERS.

Marvin Kent, President, Franklin, O T. W. Kennard, Vice-President, New York E. P. Brainard, Treasurer, Franklin, O Joel W. Tyler, Secretary, Warren, O W. H. Grout, Assistant Secretary, Franklin, O

Local Office of the Company,

Franklin, O.



